

Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH

The only Reliable Brand is

MARTINI ROSSI

SUCCESSOR

MARTINI SOLA & CO.

AGENTS

H. PRICE & CO.,

12, Queen's Road Central.

PRICE, \$3 PER MONTH.

No. 14,402 號式零百肆千肆萬壹第 日玖十月廿年十卷緒光 HONGKONG, THURSDAY, JUNE 2ND, 1904. 聖母禮 號式月陸年肆零百九仟壹英港香

WATSON'S HOUSEHOLD AMMONIA

IS A DELIGHTFUL ADJUNCT TO
THE TOILET, AND ALSO SERVES A
VARIETY OF USEFUL PURPOSES IN
THE HOUSE.

A. S. WATSON & CO.
LIMITED,
MANUFACTURING CHEMISTS.
ESTABLISHED A.D. 1841.

[a1381]

CUTLER, PALMER
& CO.'S
PRICE \$1.00 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies
Apply to

SIEMSEN & CO., Hongkong. [a146]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
No. 10, Queen's Road, Hongkong. [a1389]

VICTORIA CYCLE EMPORIUM
We are Sole Agents for the following:-
MONOPOLE, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARTS,
RICKSHAS FITTED WITH PNEUMATIC
TYRES AND BALL BEARINGS THROU-
GHTOUT. Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Re-enamelling a
peculiarity. MCKIRDY & CO.,
43 & 21A, Queen's Road East.

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the Highest Class AERATED
WATERS in the Far East on account
of their High Class Machinery and also of the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCLIFFE, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited our
factory recently in the course of a tour amongst
Eastern Aerated Water Makers, and was greatly
surprised at the compactness of our factory and
also the methodical way in which everything
pertaining to the making of Aerated Waters
was carried out. He also expressed himself
strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior to
a great many. He also reported that the
quality of our goods was of a first-class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.

Order Books and Price List. Please apply to

FACTORY and OFFICE, West Point, Tel.
367. Depot, 1st House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG.

General Managers.

Hongkong, 11th May, 1904. [a122]

RUSSO-JAPANESE WAR FUND.

(1) Providing additional comforts in Hospital
treating all sick and wounded from the War.

(2) In aid of the families of Japanese killed
in the War.

It is proposed to close the above Fund on
SATURDAY, 4th June, 1904, and intending
Subscribers are therefore requested to kindly
notify the undersigned on or before that date.

J. R. M. SMITH,
Hon. Treasurer.

Hongkong, 29th May, 1904. [a1364]

BOA VISTA

(HOTEL-SANITARIUM OF SOUTH
CHINA)

MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historic and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.

One steamer (s.s. *Hengshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOAVISTA".

For Terms apply to THE MANAGER

[a24]

NEW STOCK SUMMER UNDERWEAR

SHIRTS. COLLARS. TIES.
STRAW HATS. PITH HELMETS.
RAINCOATS AND WATERPROOFS.

LANE, CRAWFORD & CO.
Hongkong, 10th May, 1904. [a24a]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC,
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

C.P. & CO.'S INVALIDS' PORT
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassall.

DOURO PORT,

\$15.00 PER DOZ.

A fine, full, and fruity wine.

IMPERIAL BRANDY
\$12.00 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MAIL."

\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

BENEDICTINE LIQUEUR—

D.O.M.,

\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a25]

E. C. WILKS & CO.
MARINE SURVEYORS.

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

SHIP DESIGNS AND SPECIFICATIONS PREPARED.

Agents for the CONSTRUCTION and SALE of STEAM and MOTOR-LAUNCHES.

CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANADIAN ASBESTOS and ASBESTOCE. GOODS Kpt.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

TELEGRAM ADDRESS: "MARINEWORK."

Telephone No. 358. [a1153]

Hongkong, 1st May, 1904.

CONFECTIONERY!!!

THE CHOICEST AND LARGEST VARIETY, FROM PARIS AND LONDON.

MARRONS GLACES. CRYSTALLISED FRUITS.

TOM SMITH'S CRACKERS.

XMAS PLUM PUDDINGS.

DATES, FIGS, RAISINS, ALMONDS and NUTS.

STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMEMBERT.

CHEESE (SAVIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN

CHEESE. YORK HAM and BEST ENGLISH BACON.

TOYS. TOYS.

G. GIRAULT. [a240]

KODAKS,

FILMS,

AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL. [a283]

THE LAHMEYER ELECTRICAL CO., LTD.

AND

ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.

W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to

SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a26]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD,

A DIARY OF THE RUSSO-JAPANESE WAR WITH MAPS AND ILLUSTRATIONS; PARTS 1, 2 & 3 NOW READY.

EX S.S. "CEYLON"

BASEBALL GOODS. Large Variety.

SPALDING'S SUPERIOR TENNIS RACKETS.

SPALDING'S NEW CHAMPIONSHIP BALLS.

SPECIAL ONE-DOLLAR BOX OF STATIONERY.

OLD COLOR LINEN PAPER AND

ENVELOPES (Duke Size).

NEW HIGHLAND DARK GREY DUTTO

(Duke Size).

CHEAP BUSINESS ENVELOPES IN

Great Variety.

STEPHEN'S CARBON PAPER FOR TYPE-

WRITERS. NEW TYPEWRITER

RIBBONS.

OLD COLONY LINEN BANK PAPER AND

ENVELOPES.

BIRTHDAY CARDS. [a23]

THE HOTEL.

THE

HONGKONG

HOTEL.

A

FIRST-CLASS

HOTEL

IN

EVERY

RESPECT

Admirably Situated. Sheltered from the

North-East Monsoon and Open to the South

West Monsoon.

A

COVERED

GANGWAY

LEADS

FROM

THE

TRAMWAY

TERMINUS

INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUDDELL STREET. [a144]

THE

KING EDWARD

HOTEL.

A

HIGH CLASS

INTIMATION



A. S. WATSON & CO.,
LIMITED

NOTICE OF REMOVAL.

The BUSINESS of the HONGKONG
DISPENSARY is now being CARRIED ON
in ALEXANDRA BUILDINGS, DES
VIEUX ROAD.

The HOURS of BUSINESS of the
HONGKONG DISPENSARY in its new
premises are as follows:—

Week Days, 8.30 A.M. to 6 P.M.
Saturday, 8.30 A.M. to 2 P.M.
Sunday, 10 A.M. to 1 P.M.

An Assistant will be on duty at all times to
dispense prescriptions.

A. S. WATSON & CO.
LIMITED.

31

NOTICE TO CORRESPONDENTS

Only communications relating to the news columns
should be addressed to THE EDITOR.

Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.

All letters for publication should be written on
one side of the paper only.

No anonymously signed communications that have
already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press, Codes: A.R.C. 5th Ed.
Liberator, P.O. Box, 33. Telephone No. 12

BIRTH.

On the 29th May, at No. 4, Ormiston Villas,
Kowloon, the wife of JOHN BROOK SCOTT, of a
daughter.

The Daily Press.
HONGKONG OFFICE: 14, DESVIEUX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2ND JUNE, 1904.

It does not appear from the Japanese
official telegram published in our yesterday's
issue that the Russians did as much damage
when they abandoned Dalny as Admiral
ALEXEEFF's telegram to St. Petersburg
represented. The Viceroy reported that
the Russians had blown up the docks and
piers to prevent the enemy from utilising
them; but on occupying the place the
Japanese have found that the docks and
piers are uninjured with the exception of
the "Great Pier," which was sunk. Since
Dalny came into the possession of the
Russians it is well known that immense
sums of money have been expended with
the object of making the terminal port of
the Chinese Eastern Railway one of com-
manding importance in the Far East.
Magnificent wharves were built to accom-
modate the largest ocean steamers, and
every facility was provided, including three
floating steam cranes capable of lifting
fifty tons each, for the rapid handling of
cargo. Behind the railway lines, which are
brought right alongside the ship berths,
roomy godowns of corrugated iron were
erected, the design for these covering a
floor area of 100,000 square feet. The
hundred warehouses mentioned in the
Japanese official despatch as being found
uninjured, no doubt, refers to these godowns
on the wharves. There are two docks at
Dalny. One is a granite dry dock 380 feet
long, 50 feet wide at entrance and 18 feet
on the sill; and the other, which we believe
is not yet completed, has a length of 900

feet, a width of 90 feet at the entrance, and
30 feet on the sill. Attached to these
docks are extensive repair shops. It is
obvious how valuable the acquisition of
Dalny with its docks and buildings practi-
cally uninjured is likely to be to the
Japanese now that they have established an
effective blockade of the Liuetung Peninsula
south of Pitsuwo, and are investing the
fortress of Port Arthur.

It is astonishing that the Russians
should have left Dalny practically intact
for the Japanese to walk into and possess.
Perhaps, they believed the abandonment of
the city to be a merely temporary expedient;
but that consideration does not dispel the
astonishment which such a disaster as we
were able to publish yesterday by the
courtesy of the Japanese Consul creates.
For even if the Russians did hope to
speedily return and hold the place in
strength, it must have been patent to the
Russian commander that if the Japanese
were once allowed to occupy it they would
not be driven out again before they had
wrecked everything likely to be of assistance
to the enemy. The abandonment of
Dalny represents an immense financial
sacrifice on the part of Russia, for the ex-
penditure on public works since Russia
acquired the insufruct of Dalny must have
amounted to many millions of dollars.
The whole scheme of public buildings and
improvements involved an expenditure of
something like forty million dollars, and a
very large part of that scheme has been
carried out. A visitor to the port before
the outbreak of hostilities says of this
unique place: "It is a city in all senses
of the word save one. It has as yet no
people." But the Russian authorities
entertained very sanguine expectations of the
future of Dalny, for in laying out the town
the European reservation was designed to
accommodate 30,000 inhabitants. It was,
perhaps, a wise provision, for the terminal
port of a great trunk line of railway ought
to develop into a big city very rapidly, but
Russia's withering attitude towards com-
mercial rivalry, we fear, would always keep
it pretty much in the same stage of develop-
ment as Vladivostok. It would be pro-
fitless to speculate on the future of the
Manchurian railway and its terminal port
at the present stage of the war. These
interesting questions must remain until
hostilities have ceased.

The *Chesapeake Daily News* writes:—Billy
Bellew, who recently boxed with Sam Newman
at Tientsin, and who passed through Chefoo a
few days ago en route to Shanghai, is open to
another engagement. In view of the fact that
a match was at one time contemplated between
Bellew and a man from the U.S.S. *Raleigh*, and that
the latter is said to be still anxious to have
the "go," local sports may possibly be
able to have the thing pulled off in Chefoo,
providing the *Raleigh* puts in an appearance
at this port as is expected. The supporters of
the sailor boy undoubtedly have plenty of con-
fidence in their representative and sufficient
"green" to back it up and make it worth
while to approach Bellew with a view of making
this port the meeting ground.

Shortly there will be a number of patent coal
hoists at work in Colombo harbour, expediting
the discharge of coal. The new machines, which
is known as the Hamilton-Black Patent Coal
Elevator, is the invention of the Hon. Mr.
Hamilton, head of the British India Steam
Navigation Co., Ltd., at Calcutta, and of
Mr. Black, Deputy Superintendent of the
Company. One machine was brought
out to Colombo in March last, and seven others
have been brought out since then from Calcutta.
The machines have now been fitted up
and will soon be tried for the first time, in
Colombo. The results of experiments con-
ducted with the new elevator in Calcutta have
been very satisfactory, and it is expected that
the discharge of coal in Colombo harbour will
be considerably accelerated when the new eleva-
tors are used. The eight elevators will, in
future, be used on all steamers which arrive
with coal for the British India Co. Two of
them will be used at each hatch-way.

Mr. H. H. J. Gompertz, the Acting Police
Magistrate, was absent from the Court yester-
day indisposed. We understand Mr. Gompertz
is suffering from an attack of dengue fever.

In winning the Two Thousand Guineas, St.
Amant made a new record for this particular
event by covering the Rowley Mile in 1 min.
38.45 sec., which is 51.1 sec faster than Scipio's
record, made in 1902.

People want a lot of inducement to attend
indoor entertainments at this season of
the year, but the entertainment announced
by Mr. Freer to be given in the Theatre Royal on Saturday and Monday
next is likely to prove an exception to the
general rule. Mr. Freer has a reputation
which constitutes the best of all possible adver-
tisements, and full houses are anticipated each
evening.

At the conclusion of the game Mr. E. W.
Mitchell presented a bouquet of flowers to Miss
Hancock, saying that on behalf of the
Cricket Club he had to thank her for
giving away the prizes, and for taking such
interest in the sport. In looking at the list he
saw that the names of her brothers were
prominent.

The prizes, consisting of handsome silverware,
were then given away. The list of winners is
as follows:—

DOUBLES HANDICAP.—R. & H. Hancock.

SINGLES HANDICAP (Class A).—A. Hume,
phryes, 1; R. Hancock, 2.

SINGLES HANDICAP (Class B).—R. Manning,
1; R. B. Beattie, 2.

PROFESSIONAL PAIRS.—Atkinson and Son,
comb Smith, 1; Beavis and Grist, 2.

CHAMPIONSHIP.—H. Hancock, 1; R. Hancock, 2.

RACKETS TOURNAMENT.

SINGLES HANDICAP.—H. Hancock.

DOUBLES HANDICAP.—R. and H. Hancock.

CHAMPIONSHIP.—H. Hancock.

Five fatal cases of plague were reported in the
Colony yesterday, all the victims being Chinese.
These bring the year's total to 187.

We have received from the publisher, Mr.
C. W. Daniel, of Ludgate Hill, the first two
numbers of "an unconventional magazine"
entitled *The Crank*. It appears to be devoted
to the glorification of Free Trade, of Mr. R. J.
Campbell (of the City Temple), Esperanto,
Protoss, and such. Its price is threepence.

A letter received from Chengtu by a Szechuan
merchant in Shanghai strongly praises the efforts
of Mrs. Archibald Little in the cause of the
Natural Fleet Society, or Teas, *Tsu Hui*, in
Szechuan. Mrs. Little since her return to the
provinces has given over a dozen addresses before
the ladies, officials, gentry, and merchants, and
with such success that over forty young ladies
and girls have had the bonds round their feet
loosened. Mrs. Little has succeeded too in
interest in Hsi Liang, Viceroy of Szechuan,
with the result that she has persuaded H. E. to
issue a large number of proclamations, in which
the practice is denounced in very strong terms.

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RACKETS TOURNAMENT.

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at 90 feet below the surface. This prospect is one of the finest looking and most encouraging on the concession. The lode, as we must call it, measures 2 feet 6 inches in width, strikes almost due N. and S., and dips distinctly with clean walls 60 degrees West. As elsewhere, the country rock is clay slate, much disturbed near the lode, on the hanging-wall of which is the same elastic rock more or less decomposed, which characterizes the whole formation. The quartz too looks most favourable for gold, being stained with iron and manganese and carrying a small quantity of pyrites disseminated through it. As elsewhere, however, this quartz shows an average of low auriferous grade, though samples from some parts give comparatively good results, which encourage one to continue exploration in hope of striking it at another part of its course. Northwards on the descent of the hill from Bukit Glangga this outcrop disappears, and then another lode is found at the head of a small stream known as Sungai Prian." Mr. Lock in his report para. 33 refers to Bukit Glangga as a large reef not less than 6 feet wide where it outcrops, but says that not enough work had been done to convey a true impression as to the stability of the body, but that further work on it might be suspended till more promising points have been tried. No doubt Mr. Lock's reason for saying so was owing to the collapse of the tunnel and to the dense overgrowth of jungle which obscured all trace of former workings. It was therefore impossible for Mr. Lock to see and judge of more than the very small portion of the reef quite recently exposed to view.—Prian.—Referring to this reef, Mr. Becher furthermore stated, that—" Having in a fine mass of quartz found three feet in thickness striking N. W. S. E. and vertical. A short tunnel follows it into the hill side, at the mouth of which a good prospect of gold was got." Mr. Lock's report, para. 34, refers to this quartz reef as not being so large at the outcrop as the Bukit Glangga reef, but is distinctly good looking stone. Samples from it were broken by him at two points, about 100 yards apart, which assayed 6½ dwt. and 5½ dwt. respectively. Mr. Lock concludes by saying that this certainly merits being followed up and thoroughly prospected. Chindras.—Mr. Becher in referring to this district remarks:—" Another somewhat outlying district which, in my opinion, promises better than most parts of the concession, is Chindras, which lies further east than the localities I have included in Bukit Sarang district, at the head of a tributary of the Taubang River, the valleys of which, too, are worthy of further attention as known to contain alluvial gold. At Chindras a party of Chinese tributaries have been streaming for about two years in a small way and near their workings is a very promising outcrop of the characteristic black slate and quartz formation almost similar to Jali in appearance, and which gave some very good samples in prospecting. This is known as Sungai Rawah." Comparing the above with para. 32 in Mr. Lock's report and from the appearance of the heavy reef gold brought in by the tributaries, up to the present time, there cannot be a doubt that the matrix carrying such gold must be exceedingly rich and will be found by persistent development work, and this is what Mr. Lock suggests by desiring to see a systematic testing of what he describes as a very strong and permanent-looking quartz reef 3 to 4 feet wide, carrying much mineral and having well-defined walls. Mr. Becher in conclusion refers to the Bukit Sarang district, which is situated at the head of the Taubang River and runs in a north-westerly direction. He adds:—" Bukit Sarang lode itself is one of the most disappointing of our discoveries, being strong and massive in appearance, but of the poorest description of quartz. Still there has been much alluvial gold got in the valleys round about this outcrop, and in the continuation of its strike north-westwards, at a place called Gubau, the prospects appear more encouraging, and to the eastwards of Bukit Sarang prospect workings have proved other powerful outcrops at Bukit Kota, Bukit Tuba, and Sungai Keteh; and the auriferous formation is traced in its extension north and westwards to the vicinity of the limestone cliff called Gun Sui and Gun Banna. In reference to these and other places Mr. Lock in para. 37 also informs us that the list of already discovered lodes is by no means exhausted, in fact, that the northern portion of the estate, especially towards Geo., where a very striking limestone formation exists, is studded with lodes. The Manager's annual report for last year, which is printed on page 2 of the Report now presented to you, para. 4, also tells you that the chief feature of the year has been the location of a large quantity of crushing stuff, and of extensive alluvial deposits, in the Gubau district. The discovery of two promising reefs, one at Bukit Preah, which is 2 feet 6 inches thick, carrying good gold; and the other reef, which is a distance of 1½ miles to the south-east of it, and from which traces of gold can be obtained from any portion of the lode, which is 7 feet wide, Gubau.—Here again Mr. Lock points out in para. 35 in his report, that quite pretentious work had been done, and that two tests were made by him of the shafts, assayed 11½ dwt. and 4 dwt. respectively, and adds that it would be folly to neglect further investigation. Messrs. John Taylor and Sons, a distinguished firm of mining engineers in London, reported upon the Gubau district, and the shafts alluded to in Mr. Lock's report was the outcome of their recommendation. Messrs. John Taylor & Sons in their report stated:—" That the one and all important work that is strongly recommended to be vigorously proceeded with is the sinking of a shaft on the Gubau lode, as the future of the mine depends on the development of the lode in depth. Small prospect drifts should also be put in at likely places, and prospecting work generally should be carried on because it is reasonable to expect the discovery of other

"valuable reefs. The fact that the lenders of the lode have already produced nearly 500 ozs. of gold augurs well for the future prospects of the Gubau Mine and the extensions of same, and is of itself sufficient inducement to incur the necessary expenditure for the erection of machinery, and for the developments recommended, seeing that the continuity of quartz matter in vein shape has been opened up for a length of 1,300 feet has already been fairly well proved by the different tunnels and workings thereon. We think that there is every probability of a successful mining enterprise being established at Gubau if our recommendations are carried out. The indications and facilities for economical development both at Mulunut and at Sungai Rusa are also of a very encouraging nature, and fully justify further exploration at those centres." Assays made by them of many samples taken from various parts of these workings gave very good results; the best was from two samples taken out of the upper tunnel at Mulunut, which gave 60ozs. 21gr. and 20ozs. 20gr. respectively. The highest of the Gubau samples was 20ozs. 4dwt. 22gr. being the average of two assays made of ore broken in the No. 1 Main Cutting; the next was from the Intermediate level, which yielded 1oz. 7dwt. 18gr. and 17dwt. 23gr. respectively for the two samples tried. There were besides 7 other samples taken from several places on the mine which gave 11dwt. 10gr. 3dwt. 22gr. 2dwt. 14gr. and 14dwt. 7gr. per ton. The sample from Sungai Rusa assayed 5dwt. 5gr. It is true that you have heard from time to time of equally good, if not even better results than these, but you must remember that those were obtained from rich patches in the disturbed auriferous land which we are now forced to abandon upon the assurance of a geological expert opinion that it was unlikely, if not impossible, for a permanent lode or reef to exist, and which is confirmed by a sad experience, as we have signally failed to find any after many years of diligent search. Now, gentlemen, you have heard the opinion of Messrs. John Taylor & Sons upon the Gubau, Mulunut, and Sungai Rusa districts, and what Mr. Becher and Mr. Lock—two eminent mining experts—have had to say upon other portions of your concession, the northern section of which contains many strong reefs as distinguished from the auriferous patches hitherto worked southwards where our attention has been concentrated, and, as you have heard, where it was unlikely that a permanent or strong lode could form. These opinions seem to be sufficiently encouraging to warrant a further test in the more settled country in the north, but what the result of such a test would be, I am not afraid to tell, though from the appearance of the various outcrops and reefs referred to, which I have been to see, examined, and questioned the miners in regard to them, I am not afraid, personally, to venture on this new enterprise and to put money and work into it, and can hardly imagine that you will willingly allow your claims and chances of future profit to lapse without an attempt to at least prove the most important of these reefs. I may add that the Government of Pahang are at present favourable to an initiation of an active policy in genuine development work, and would probably be disposed to grant State aid to carrying on *bona-fide* mining work, provided we can show that we have the working capital necessary to develop some of these reefs. The question therefore resolves itself into this:—Are you prepared to go on, or are you going to allow some other Company to develop these reefs, discovered during years of costly work which has been done at your expense?

The CHAIRMAN:—Gentlemen—You have now heard what Mr. Hughes had to say about your property. He has compared the remarks of Mr. Lock on the promising country with those of earlier authorities, and has found in them strong points of agreement. You now know, as well as the Directors can know or can tell you, the best and worst of your property. It remains for you to say what you will do with it. Before I go further, however, it may be as well to remind you that if our impudent condition had not brought us to a full stop, the attitude of the Pahang Government in reference to the labour clause of our lease would necessarily have done so. As you are no doubt aware, this clause provides for employment on the workings of a certain number of hands. This is inserted, very wisely, in all mining leases as a precaution against speculators acquiring such leases and holding them merely with a view to gaining an unearned increment on the value. Well, I am bound to confess that never, at any time in the history of the Company, have we been able to properly comply with the requirements of the Labour Clause, but the Government, so long as it saw we were endeavouring to develop our concession, did not press for a penalty or seek to unduly hamper us. They knew that we had put far more dollars into the soil than we were taking out, and they possessed their souls in patience. When, however, it became apparent to them that we were near the end of our resources, and that the efforts of the Company were confined to surface work (this has latterly been the case) then—they became imperative, and they now require that we shall furnish sufficient capital to develop the concession or that we shall surrender the whole or at any rate a portion of our concession. In fact it has become imperative that we should surrender a very large portion of our concession; but as a matter of fact we should lose very little by doing so. Since the postponement of this meeting, we have received from the Resident-General of Pahang a letter dated May 17th, in continuation of some correspondence had with Mr. Hughes whilst he was at Singapore, and I will read to you the concluding portion of it:—" His Excellency, after full consideration of the

subject, came to the conclusion that no extension of time can be given, but that if prior to the 1st September next the Punjom Mining Company apply for a fresh concession of, say, 10 square miles within the area of their present concession, and can show that they can find sufficient capital for properly developing such concession, their application will receive favourable consideration with a view to the issue of a lease under the mining enactment in force at the time, the existing lease being cancelled." In any case the authorities did not intend to continue to allow the Company a large a concession unless we are prepared to comply with the labour clauses, and we could never comply with those clauses because we should probably never have sufficient capital to do so. With regard to the area of ten square miles, it would be possible to include in that nearly all the valuable reefs and lodes referred to by Mr. Hughes with the exception of Mulunut and Sungai Rusa, as they are all in a straight line extending due north from our headquarters. This, gentlemen, therefore is the position. We must either subscribe fresh capital or give up the lease and liquidate. The assets you possess are valuable if you intend to employ them, but I must point out to you that most of them are either of an unrealisable character or else they can only be realised at a great loss. Thus you have at the mines various roads, bridges, and buildings, all of which cost much money to provide, but none of such assets would produce anything to speak of. Then the tramway, trucks, bullock carts, live stock, machinery, mill plant, timber, and stores would not realise anything like their cost. Finally the preference shareholders would take whatever small dividend there might be to receive. If, on the other hand, you decide to reconstruct you can start clear with a valuable property, a certain amount of plant ready to hand, a magnificent water power, and no liabilities beyond that represented by the shares, and you could write down the value of these to a figure on which it should not be difficult to pay dividends. I am not here to day as a partisan; I am here to record your decision and see it carried into effect. I have endeavoured to make the alternatives perfectly clear to you. You will recognise without difficulty that there is no middle course open to us. Of course we can do nothing definite to-day beyond taking a show of hands on the course that commends itself to the meeting, and I should be glad to hear from shareholders which plan they are in favour of—voluntary liquidation and winding up, or voluntary liquidation and reconstruction, transferring all the property to the new company.

Mr. JOSEPH: Has the Board any plan to lay before the shareholders?

The CHAIRMAN: Yes; it is simply this: To form a new Company to have a capital of \$300,000 in 100,000 ordinary shares of \$3 each, \$2 paid up, and the balance to be called up at the discretion of the directors. The capital to be issued as follows:—60,000 shares to the present ordinary shareholders in exchange for their existing scrip on payment of \$2 per share, with a liability of \$1 remaining; 18,000 shares (fully paid up) to preference shareholders in exchange for their \$1 share and interest accrued thereon; 22,000 deferred shares of the value of \$3 each, to be offered to the public at a small premium.

Mr. JOSEPH: Don't you think it would be better to liquidate the old Company altogether, and leave the shareholders to take shares in the new Company if they like? Under the plan you propose they will be dragged in whether they wish it or not.

The CHAIRMAN: The proposal would have to be adopted by a three-fourths' majority of the shareholders before it could be acted upon.

I am afraid it would be rather difficult to carry out the plan you suggest, Mr. Joseph.

What more, you would lose a great deal of time, and time is of importance, as according to the notice we have received from the Pahang Government we must come to a decision by the 1st September.

Mr. JOSEPH: I want to know whether, under your plan, a shareholder if he does not want to participate in the new company will be compelled to join?

The CHAIRMAN: We might purchase his shares at market value.

Mr. JOSEPH: Suppose he wants to leave his claim?

The CHAIRMAN: He could do so.

Mr. JOSEPH: It would not be compulsory on him.

The CHAIRMAN: The shares would lapse.

Mr. T. F. HUGHES: Don't you think an alternative scheme might be considered under which we might escape the expense of liquidation and the delay by having another issue of preference shares on the same lines as the existing preference shares, but having only a second claim?

The CHAIRMAN: I should be very favourable to that if I thought there would be any chance of their being subscribed.

Mr. JOSEPH: remarked that the whole of the original preference shares were not taken up.

Mr. HUGHES said he had no resolution to propose, but it had just occurred to him that the expenses of liquidation might be avoided and the necessity of the case met, by an issue of preference shares to have a second claim on the assets.

The CHAIRMAN:—I am afraid, Mr. HUGHES, your proposal is quite impracticable for several reasons. First of all, it would be very difficult to get the shares subscribed, because they would only come after the present preference shares, and the assets would not be sufficient to satisfy the first preference shareholders. In the second place, I am afraid the Pahang Government would say that any amount we are likely to get under that plan would be too small to carry on

development work on anything like a reasonable scale. In mining on reefs you will have to do a good deal of sinking; it would not be scratching the earth in future. I regret myself that Gubau was abandoned. It was abandoned by our late manager—or rather before he was appointed, because it was thought that they had sunk deep enough, and other prospects had seemed to the Board as well as to the mining managers more valuable and less speculative. Another reason for abandoning Gubau was its distance from the mill, which rendered transport of the ore expensive and difficult. The miners' houses too were situated a great distance away, and the miners' charge got rather disheartened, probably because he was alone, and he advocated giving up the shaft. Had we retained it, however, we should have had to lay a tramway to the mill.

Mr. HUGHES: You suggest giving the preference shareholders fully paid-up shares in the new company. Now if it is not possible to arrange for those who have borne the heat and burden of the day to have some concession made to them? If you are going to keep on bleeding them you will have great difficulty in getting money, sir.

The CHAIRMAN: I see that difficulty.

Mr. HUGHES suggested that holders of fully paid-up shares might be given a concession of, say, one free share in the new company for every five.

The CHAIRMAN:—I was thinking whilst you were speaking that something might be done in this way, though I am not very much in favour of it myself—say that the present preference shareholders should get their shares for \$4 and one dollar be considered as already paid. I quite sympathise with the ordinary shareholders, but I do not see how it is possible to give any special consideration to the ordinary shareholders.

Mr. HUGHES: You won't get the money unless you do.

The CHAIRMAN: The whole matter is difficult.

Mr. HUGHES: There are men on your registers who for the last twenty years have been paying, paying, and they are called on again without anything being given them, but the preference shareholders are to be paid for their preference shares and to get accrued interest as well.

The CHAIRMAN: That is in the nature of things. The shareholders knew they were giving away their security when they issued preference shares, and we must stand by it.

Mr. JOSEPH: Suppose they say: "We won't accept your terms; we want cash," you can't force them?

The CHAIRMAN: No.

Mr. JOSEPH: Suppose they say: "We won't accept your terms; we want cash," you can't force them?

The CHAIRMAN: No; we cannot force them.

The preference shares are held by a comparatively small number of persons. We might call a meeting of them and see whether they would accept such a proposition.

Mr. JOSEPH:—Would a majority decide?

The CHAIRMAN:—Yes, I think so. I cannot give you a legal opinion. It is possible that a minority would refuse to accept, but then I think they would come under the Limited Liability Companies Act, which would compel them to accept the market value of their shares. If you have any concrete scheme to propose we might be happy to receive it in the meantime. The only thing we can do now is to take the sense of the meeting as to whether liquidation and reconstruction is desirable, and if that resolution is passed—it would not bind us to anything—we should call a meeting and submit resolutions. The Board would be glad if the shareholders would nominate two or more of their number to consult with and assist the directors by suggestions as to the details and terms on which the new Company should be formed. Subject to that I will propose.

"That this meeting is in favour of voluntarily winding up the present company and transferring the same to a new company to be formed, the terms and conditions to be arranged."

Mr. JOSEPH seconded, and the resolution was agreed to.

It was suggested that Mr. Joseph and Mr. Kadario should assist the directors with advice, and neither seemed anxious to serve, and Mr. Kadario expressed the opinion that the Directors could manage the business themselves.

The CHAIRMAN said that if the shareholders preferred, the Directors could call a private meeting for the purpose of receiving suggestions as to the terms and conditions on which the new company should be formed. That being all arranged, he thanked them for their attendance.

EASTERN EXTENSION TELEGRAPH CO.

The gross receipts of the Eastern Extension Telegraph Company for the half-year ended December 31st last have amounted to £265,239, against £267,553 in 1902. The working expenses, including £33,400 for maintenance of cables, absorb £142,449, against £121,869 for the corresponding period of 1902, leaving a balance of £122,840. From this is deducted £4,473 for income tax, £12,512 for interest on debenture stock, &c., leaving as the net profit for the half-year £10,854. After adding £71,036 brought forward from the previous half-year there is an available balance of £176,830. As already announced the total distribution is 7 per cent. for 1903. The balance of £4,890 has been carried forward. The further contract with the Netherlands-Indian Government for laying some additional short cables in the Java seas has been satisfactorily carried out. The directors deemed it advisable, in the interests of the company, that a representative of the board and the general manager should make a tour of inspection of the company's stations abroad and in the colonies, and, accordingly, the Hon. George Peel and Mr. F. E. Hesse left London in November last for this purpose. They have just been visiting Singapore, Penang, and the cable-station at Direction Island, in the Cocos group.

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17A, QUEEN'S ROAD CENTRAL

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Hongkong, 10th March, 1904.

HONGKONG SANITARY BOARD.

A meeting of the Board takes place this afternoon.

ORDERS OF THE DAY.

1. Minute by the Medical Officer of Health recommending that certain old wells in Nos. 122 and 126, Queen's Road Central, respectively, be closed.

2. Minute by Dr. Barnett recommending that the nullah running by the West side of the racecourse be traced.

3. Application for a modification of the requirements of Section 175 of the Public Health and Buildings Ordinance, 1903, in respect of Nos. 83 Temple Street, Yaumati.

4. Application for a modification of the requirements of Section 175 of the Public Health and Buildings Ordinance, 1903, in respect of Nos. 30, D'Aguilar Street.

5. Application for exemption from the

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.

Telegraphic Address: Press, Codes: A.R.C., fifth Ed. Licker's, P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENT

"SHIRE" LINE OF STEAMERS.
FOR SHANGHAI, NAGASAKI, KOBE
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THE Company's Steamship

"FLINTSHIRE".

Captain J. M. Haftner, will be despatched for the above ports TO-DAY, the 2nd inst., at 5 P.M. [1397]

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Company's Steamship

"MONMOUTHSHIRE".

Captain H. N. Vyvyan, will be despatched for the above ports on or about FRIDAY, the 3rd inst., at 5 P.M.

The above steamers have superior accommodation for passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 1st June, 1904. [1398]

NEW ADVERTISEMENTS

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BOARD and RESIDENCE by European
Man with Private European Family, by
month. State Terms and Location.

Apply to—
Care of Daily Press Office
Hongkong, 2nd June, 1904. [1399]

CONSIGNEES WANTED.

THE Norwegian steamer "TAURUS" having arrived from Bury, with 2,500 tons CARDIFF COAL for Hongkong, the Consignees of same are hereby requested to communicate immediately with the undersigned.

BRADLEY & CO.
As Agents.

Hongkong, 2nd June, 1904. [1400]

NOTICE.

NOTICE IS HEREBY GIVEN that CHING SING WOON and CHUN ON, COMPRADEORE and ASSISTANT COMPRADEORE respectively to the undersigned, will CEASE to be EMPLOYED by our Firm on 1st August, 1904. No payment of money due to our Firm should be made to said CHING SING WOON and CHUN ON after the date of this notice.

All persons having any debts, claims or demands against the undersigned are requested to send in particulars thereof in writing before 15th June, 1904.

HAJEE ADAM ESMAIL & CO.
Hongkong, 1st June, 1904. [1401]

THE PEAK CHURCH.

THE ANNUAL MEETING of Worshipers at the Peak Church will be held in ST. PAUL'S COLLEGE on TUESDAY, JUNE 7th, at 5.30 P.M.

Business—

1. To Pass the Accounts.
2. To Adopt the Report.
3. To Elect a Committee.

F. T. JOHNSON,
Hon. Secretary.

Hongkong, 1st June, 1904. [1401]

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

APPLICATION has been made to the General Managers of this Company to issue to RUSSO-CHINESE BANK of Hongkong duplicate certificates of 200 shares in the above Company or other certificates in lieu thereof upon the Statement that the original certificates, viz.

No. 69 for 25 shares

No. 379 " 50 "

No. 380 " 50 "

No. 550 " 25 "

No. 875 " 50 "

200 shares

have been lost or stolen.

It is not known if such certificates were issued by the office of the Company in the Colony of Hongkong or by the office in London, and consequently the numbers of the shares cannot be given.

Notice is hereby given that if within 30 days from the date hereof no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for a duplicate.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st June, 1904. [1402]

NOTICE TO CONSIGNEES.

FROM MIDDLESEBOROUGH, HAMBURG, LONDON AND STRAITS. THE Steamship

"FLINTSHIRE".

Captain J. M. Haftner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 2.15 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 1st June, 1904. [1402]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESEBOROUGH, ANTWERP, LONDON AND PORTS. THE Company's Chartered Steamship

"BORDER KNIGHT."

having arrived from above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY, the 1st inst.

Goods not cleared before the 7th inst., will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 10th inst., or claims in connection therewith will not be recognized.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.

Hongkong, 1st June, 1904. [1396]

NEW ADVERTISEMENT

"SHIRE" LINE OF STEAMERS.
FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Company's Steamship

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Hongkong, 1st June, 1904. [1398]

INTIMATIONS

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Apply to—
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Hongkong, 1st June, 1904. [1344]

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Care of Daily Press Office.

Hongkong, 1st June, 1904. [1383]

WANTED.

Mr. JOHN HASTINGS,
No. 2, Wyndham Street,
The Vendor's Solicitor.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 30th May, 1904. [1365]

WANTED.

CARE OF Daily Press Office.

Hongkong, 1st June, 1904. [1373]

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WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.

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Hongkong, 21st September, 1903. [1313]

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HAVANA CIGARS AND CIGARETTES

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Inspection cordially invited.

Hongkong, 20th May, 1904. [1337]

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CALL FLAG E.

REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron
Moder charges. Work solicited.

J. D. EDWARDS,
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Amoy, 3rd December, 1903. [1450]

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From the University of Pennsylvania U.S.A.

Hongkong, 10th March, 1903. [164]

MAIL TABLES
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Hongkong, 5th March, 1904

NOTICES OF REMOVAL

A. S. WATSON & CO., LIMITED.

THE REGISTERED OFFICE of the

above Company has this Day been
MOVED to ALEXANDRA BUILDINGS, DES VŒUX ROAD, 2ND FLOOR.

A. H. MANCELL,
Secretary.

Hongkong, 23rd May, 1904. [1317]

NOTICE OF REMOVAL

THE OFFICES of the undersigned have

This Day been REMOVED from No. 36,

Queen's Road Central to ALEXANDRA

BUILDINGS.

EWENS & HARSTON,
Solicitors.

Hongkong, 26th May, 1904. [1363]

NOTICE

MADAME FLINT & CO. beg to notify

their clients that they have secured

more commodious premises (No. 4, DES

VŒUX ROAD, next door to the Hongkong

Bank, and will move thereto this week.

During this period they will be compelled to

close business, but the appointments made with

Ladies for Urnages will be kept at the old

address, CONNAUGHT HOTEL.

Hongkong, 31st May, 1904. [1386]

NOTICE OF REMOVAL

NOTICE IS HEREBY GIVEN of the

REMOVAL of the stores doing business

under the firm style name of CHUNG

CHONG & CO., from Kun-Wa-Ma Street,

INTIMATIONS

THE

ROBINSON
PIANO Co. LTD.

INVITE INSPECTION OF SOME

SPECIALLY FINE

SAMPLES OF

UPRIGHT PIANOS

BY

RACHALS.

STUART. &c.

AND

BABY
GRANDS

WINCKELMANN

(ESTAB. 1835)

THEY ARE ONLY 5 FEET LONG,
OCCUPYING THE SPACE OF A
COTTAGE, BUT WITH THE FINE
APPEARANCE AND TONE OF A
FULL GRAND.

Hongkong, 23rd May, 1904.

1610

THE

JOB PRINTING
DEPARTMENT
OF THE
"HONGKONG DAILY PRESS"IS REPLET WITH ALL THE LATEST
AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
FIRST-CLASS WORK.

ALL DESCRIPTIONS OF

ILLUSTRATED
CATALOGUES,
CIRCULARS,
VISITING CARDS,
ANDCOMMERCIAL
PRINTINGTURNED OUT ACCURATELY, AND
WITH THE GREATEST DESPATCH,
UNDER THE DIRECT SUPERVISION
OF EXPERIENCED EUROPEANS.BOOK BINDING,
MACHINE RULING,
GOLD LETTERING,
ANDMARBLING, ETC.,
ALL EXECUTED ON THE PREMISES
AT THE SHORTEST NOTICE.

LAW WORK,

LEDGERS AND ACCOUNT
BOOKSA SPECIALITY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTA-
BISHMENT IN THE FAR EAST
ESTIMATES FURNISHED.

Hongkong, 1904.

THE CATASTROPHE OF THE
"PETROPAVLOVSK."

THE WORST IN MODERN TIMES. The terrible death-roll on board Admiral Makarov's ill-fated flagship, the *Petropavlovsk*, off Port Arthur has established a record in the history of modern naval catastrophes. It stands by itself as the most terrible loss of life at sea in any Navy for upwards of a century. The following is a summary of some of the more memorable disasters of recent times to single ships which come within the same category as the case of the hapless *Petropavlovsk*:

In the *Victoria* disaster of June, 1893, stunning and appalling as that was in its awful suddenness, the loss of life was less than half that is said to have taken place on board Admiral Makarov's ill-fated ship. The *Victoria* remained afloat from the time she was rammed by the *Captain* to the moment of capsizing for a and a half minutes, according to the watch of her navigating officer, Staff-Commander Hawkins Smith. The *Victoria*'s death-roll was 321 drowned. Those resuscitated numbered 338. There is this in common between the two disasters: the prestige of the two unfortunate Admirals, Admiral Makarov had a European reputation, as had our own Sir George Tryon, and both men when they died stood at the head of their own services as admittedly the most capable and distinguished officers of the hour.

In the terrible *Captain* disaster of 1870, when the finest battleship of the British Fleet suddenly disappeared in the Bay of Biscay at two o'clock one September morning, 382 lives were lost out of a total of 500 officers and men. The sinking of the ironclad *Vanguard*, of the Channel Squadron, in September, 1873, rammed by a sister-ship, the *Iron Duke*, in a fog in the Irish Sea, happily cost no loss of life. The sea was smooth, and was daylight, and the *Vanguard*'s crew of 400 officers and men were taken off in twenty minutes. After that the *Vanguard*'s water-tight compartments kept the ship afloat for forty minutes. In the *Elbrodor* disaster of March, 1879, there perished 250 all told, and in the disaster to the *Atlanta*, which disappeared in the Atlantic between Bermuda and England in 1850, there were lost the same number.

In the naval battle of Lissa, in 1861, the Italian flagship, *Re d'Italia*, was rammed by the Austrian flagship in the thick of the battle, and holed over and went down like a stone, drowning 400 men out of 500. Another Italian battleship, the *Petropavlovsk*, took fire and blew up, with the loss of 216 men. The sinking of the German battleship *Großer Kurfürst*, rammed, owing to bad seamanship, off Dover, on May 6th, 1878, cost the lives of 281 men out of a total complement of 497. The *Großer Kurfürst* sank within five minutes of the collision. The loss of life on board the Porvian cruiser *Hans Eculada*, torpedoed by the Chileans in Caldera Bay, at day-break on April 23rd, 1891, the *Hans Eculada* going down within two minutes of being struck—amounted to 182 out of 288 officers and men said to have been on board. At the battle of the Yalu, in 1894, a Chinese battleship, the *King Yuen*, went down during the fight, carrying with her 270 men; and the Chinese cruiser *Chih Yuen* similarly went down during the battle with 250 on board.

From the figures given, it will be seen that the terrible affair of the *Petropavlovsk* stands by itself in the annals of modern naval catastrophes. As a fact, we have to go back nearly a hundred years before we come to anything approaching the Russian disaster at Port Arthur. Unfortunately, it is the British Navy that then furnishes our figures. On Christmas Eve, 1811, the *S. George*, *Defence*, and *Hero* three-line-of-battle ships of the British fleet operating against the Russians in the Baltic, were wrecked, with a total loss of over 2,000 officers and men. In 1807, during the war with Napoleon, the *Albion*, the flagship on the East Indies Station, was lost with 700 on board, including the admiral. In March, 1809, the flagship of the British Mediterranean Fleet, the three-decker *Queen Charlotte*, was burned and blown up off Leghorn when assisting in the operations against the French army in Italy, with a loss of 673 officers and men. The *Royal George*, which went down at Spithead when preparing to start with the Channel Fleet for the relief of Gibraltar, towards the close of the great siege, carried down over 600 people, but some 200 of these were women and sailors from ashore, visiting the ship before she sailed. In 1769 the *Ramillies*, line-of-battle ship, which a few weeks before had been flagship of the Channel Fleet, was wrecked with 350 on board. In 1744 the *Victory*, of 110 guns, the flagship of the Channel Fleet, returning from the coast of Spain, where the fleet had driven a French squadron into the Tagus, was wrecked off the Channel Islands, with a total loss of upwards of 1,000 officers and men, including the admiral. Not a soul survived. In Queen Anne's war with France in October, 1707, Sir Clowes Shovel, the most distinguished and ablest admiral then in the British Navy, was lost with his flagship off the Scilly Islands, between 830 and 900 officers and men going down with Sir Clowes. Three of the ships of the same fleet were lost at the same time, with 800 men on board. In William III's reign, in February, 1694, Admiral Sir Francis Wheler, with practically the whole of the British Mediterranean Squadron of six ships of war, was lost in Gibraltar Bay, upwards of 900 officers and men perishing together. Finally, there was the terrible disaster to the *Royal James*, first rate, at the battle of Solebay, in May, 1672, in the second Dutch war of Charles II's reign. She was set on fire in the middle of the fighting by a Dutch fire-boat, the prototype of the modern torpedo-boat, and blew up with England's greatest sailor of the time, Admiral the Earl of Sandwich (Blake's old colleague, Edward Montagu), and upwards of 800 men. All these cases, in our own history, it should be noted, took place in time of war, intensifying the gravity and importance of the losses in each instance, in the present case of the ill-fated *Petro-*

petrovsk—*Daily Graphic*.

Best for the Skin and Complexion.
**CALVERT'S
CARBOLIC
TOILET SOAP**
(Soothing, cleansing and antiseptic).
Pleasant to use, especially to sufferers from
psoriasis, and most refreshing in hot climates.
F. C. CALVERT & Co., Manchester, Eng.

CHINA LIGHT AND POWER
COMPANY.

The accounts of the above company, the report of which we published yesterday, are as follows:

PROFIT AND LOSS ACCOUNT.

28th February, 1903, to 31st July, 1903.

Balance brought forward	57,053.75
Auditors' fees	83.33
Consulting committee's fees	625.00
Interest	817.24
Charges	4,762.70
Withings	172.67
Bal. due on Capital in working account	63,711.54
Bal. due on Kowloon working account	13,291.06

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SHIPPING.

ARRIVALS.

May 31, BODFORD KNIGHT, British str., 3,973
Dalton, London 10th April, General.
NIPON YUSEN KAISHA
SCHIPT, Norwegian str., 544, Th. W.
SCHIPT, Wakamatsu (Japan) 23rd May,
Coal.—MITSUI BUSSAN KAISHA
June 1, BIANCA, German str., 1,200, Lorosen,
Hamburg 2nd April and Singapore 2nd
May. Goss, E. A. TRADING CO.
June 1, CHEANG CHEW, British str., 1,213, J.
Harrison, Singapore and Iloilo 31st May,
General.—CHINESE.
June 1, FLINTSHIRE, British str., 2,176, J. P.
M. Hulber, Singapore 26th May, General.
—SHEWAN, TOME & CO.
June 1, POCOHON, British str., from Canton.
June 1, HELENA, U.S. gunboat, 1,388, Stationed
Swatow 31st May.
June 1, KARIN, Swedish str., 697, G. Potterson,
Chefoo 26th May, Beans.—SANDER, WIE-
LER & CO.
June 1, KWAIYANG, British str., 1,462, J.
Meathor, Wuhan and Chinkiang 27th May,
General.—BUTTERFIELD & SWIRE
General, from Canton.
June 1, KWONGSANG, British str., from Canton.
June 1, SHAN, British str., 1,228, Carnaghan,
Saigon 28th May, Rice.—BUTTERFIELD
& SWIRE
June 1, SIMON, British str., 2,379, Collins,
Mororan 23rd May, Coals.—DODWELL
& CO.
June 1, TAURES, Norwegian str., 1,367, E.
Krieger, Harry 14th April, Coal.—ORDER
June 1, ZAPTO, British str., 1,611, R. Rodger,
Hull 29th May, Barrels.—SHEWAN, TOME
& CO.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.

1st June.
Child, for Moji.
Holian, French str., for Hokkow.
Kweiyang, British str., for Canton.
Nemshun, British str., for Amoy.
Progress, German str., for Tsinan.
Tenes, Norwegian str., for Sasebo.

DEPARTURES.

1st June.
APENRADE, German str., for Pakhoi.
BELGIAN KNIGHT, British str., for Sasebo.
CANDIA, British str., for Shanghai.
CANTON, British str., for Swatow.
EMPEROR OF CHINA, British str., for Vancouver.
GAFIA, German str., for Soiwan.
GERMANIA, German str., for Moji.
HOLSTEIN, German str., for Saigon.
JACOB DEDERICHSEN, German str., for Holhau.
LAETITIA, British str., for Saigon.
MARIE JESSEN, German str., for Moji.
MEEDOO, Chinese str., for Shanghai.
PERIA, British str., for Hamburg.
STRASBURG, German str., for Tientsin.
TRITOS, German str., for Swatow.

VESSELS IN DOCK.

1st June.
ABERDEEN DOCKS.—
KOWLOON DOCKS.—U.S.S. Wisconsin, Hong
Kong, U.S.S. Oregon, U.S.S. Cuitao, San Le.
U.S.S. Bainbridge, U.S.S. Chauncey.
COSMOPOLITAN DOCK.—Tea, Rajahari.

VESSELS ON THE BERTH

AMERICAN ASIATIC STEAMSHIP
COMPANY.
THE Steamer.

FOR NEW YORK VIA SUEZ CANAL
THE Steamer

"RAS ISSA,"
will be despatched for the above port TO-DAY
the 2nd June, at 4 P.M.
For Freight, apply to

SHEWAN, TOME & CO.,
General Agents.
Hongkong, 21st May, 1904.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

"THALES,"
Captain Hobson, will be despatched for the above
ports TO-MORROW, the 3rd inst., at 11 A.M.
For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, 1st June, 1904.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and QUEEN-
SLAND Ports, and taking through Cargo
to ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamer

"EASTERN,"
Captain Ellis, will be despatched for the above
ports on SUNDAY, the 5th inst., at
DAILIGHT.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout
with the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamer of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 2nd June, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

SATSUMA ... 6th June.

RICHMOND CASTLE ... 24th June.

ST. FILLANS ... 30th June.

LOWTHER CASTLE ... 31st July.

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 30th May, 1904.

JAVA-CHINA-JAPAN LIJN.

Alexander Buildings.

Hongkong, 1st June, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

851 Tons, Captain A. Murphy, will leave for

Canton at 8:30 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to

Hongkong on the following days, leaving Canton

at 8 A.M. Excellent accommodation, electric

light and perfect cuisine. Wharf at Hongkong

near Harbour Office.

First-class Fare, \$3 each way. Second-

class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

For information as to Passage and Freight,
apply to the

JAVA-CHINA-JAPAN LIJN.

Alexander Buildings.

Hongkong, 1st June, 1904.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VEHICLE'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	SIMLA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	4th inst., Noon.
LONDON & ANTWERP	DEUCALION	Brit. str.		BUTTERFIELD & SWIRE	7th inst.
LONDON & ANTWERP	AGAMEMNON	Brit. str.		BUTTERFIELD & SWIRE	21st inst.
LONDON & ANTWERP	YANCTON	Brit. str.		BUTTERFIELD & SWIRE	5th July.
KENTUCK	MONTHOMERIE	Brit. str.		BUTTERFIELD & SWIRE	19th July.
MONTGOMERY	WELBRO	Brit. str.		SHEWAN, TOME & CO.	About 3rd inst., 5 P.M.
AUSTRALIA	VERON	Brit. str.		GIBB, LIVINGSTON & CO.	About 11th inst.
SEGOVIA	R. TROITSCH	Forok		MESSAGERIES MARITIMES	14th inst., at 1 P.M.
BATAVIA	Dampwolf	Jabung		MELCHERS & CO.	25th inst., at Noon.
NURNBERG	SHAMBURG	Schuck		HAMBURG-AMERIKA LINIE	28th inst.
HAMBURG DIRECT	SHAMBURG	Roedden		HAMBURG-AMERIKA LINIE	26th July.
HAVRE, BREMEN & HAMBURG	C. FERD LAEISZ	Cebu		HAMBURG-AMERIKA LINIE	10th Aug.
HAMBURG	SHAMBURG	Carlowitz		SANDER, WILHELM & CO.	22nd inst., P.M.
HAVRE	SHAMBURG	Shawmut		BUTTERFIELD & SWIRE	15th inst.
HAVRE	SHAMBURG	Shawmut		SHEWAN, TOME & CO.	15th July.
HAVRE	SHAMBURG	Shawmut		DODWELL & CO., LTD.	About 15th inst.
HAVRE	SHAMBURG	Shawmut		STANDARD OIL CO.	About 18th inst.
HAVRE	SHAMBURG	Shawmut		GIBB, LIVINGSTON & CO.	22nd inst.
HAVRE	SHAMBURG	Shawmut		CANADIAN PACIFIC R. CO.	20th July.
HAVRE	SHAMBURG	Shawmut		CANADIAN PACIFIC R. CO.	15th inst.
HAVRE	SHAMBURG	Shawmut		BUTTERFIELD & SWIRE	28th inst.
HAVRE	SHAMBURG	Shawmut		POTLAND & ASIATIC CO.	14th inst.
HAVRE	SHAMBURG	Shawmut		BUTTERFIELD & SWIRE	6th inst.
HAVRE	SHAMBURG	Shawmut		GIBB, LIVINGSTON & CO.	5th inst., Dlight.
HAVRE	SHAMBURG	Shawmut		P. & O. S. N. CO.	About 10th inst.
HAVRE	SHAMBURG	Shawmut		BUTTERFIELD & SWIRE	16th inst.
HAVRE	SHAMBURG	Shawmut		SHEWAN, TOME & CO.	To-day, at 5 P.M.
HAVRE	SHAMBURG	Shawmut		BUTTERFIELD & SWIRE	To-day, at 4 P.M.
HAVRE	SHAMBURG	Shawmut		BUTTERFIELD & SWIRE	About 2nd inst.
HAVRE	SHAMBURG	Shawmut		P. & O. S. N. CO.	8th inst., at 4 P.M.
HAVRE	SHAMBURG	Shawmut		BUTTERFIELD & SWIRE	14th inst., at 10 A.M.
HAVRE	SHAMBURG	Shawmut		OSAKA SHOSEN KAISHA	12th inst., at 10 A.M.
HAVRE	SHAMBURG	Shawmut		OSAKA SHOSEN KAISHA	15th inst., at 10 A.M.
HAVRE	SHAMBURG	Shawmut		OSAKA SHOSEN KAISHA	To-morrow, 11 A.M.
HAVRE	SHAMBURG	Shawmut		OSAKA SHOSEN KAISHA	7th inst., P.M.
HAVRE	SHAMBURG	Shawmut		CARLOWITZ & CO.	10th inst., Noon.

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	Tuesday, June 28th
LYRA	4,417	G. V. Williams	Thursday, August 4th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

[†] Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT 9,606 tons. T. W. Garlick About 8th June.

S.S. SHAWMUT 9,606 tons. W. M. Smith About 12th August.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw ss. "SHAWMUT" and "TREMONT" have just been fitted with very

Superior Accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo
carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS,

Hongkong, 26th May, 1904.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

A KING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND HUMAINE PORTS.
OUTWARDS.

FROM STEAMERS DUE
GLASGOW and LIVERPOOL. "DIOMED" On 3rd June.
GLASGOW and LIVERPOOL. "NESTOR" On 11th June.
GLASGOW and LIVERPOOL. "STENTOR" On 13th June.
GLASGOW and LIVERPOOL. "KINTUCK" On 17th June.
GLASGOW and LIVERPOOL. "KEEMUN" On 25th June.

HOMEWARDS.

FOR STEAMERS
LONDON and ANTWERP. "DEUCALION" On 7th June.
GENOA, MARSEILLES and LIVERPOOL. "TEENKAI" On 15th June.
LONDON and ANTWERP. "AGAMEMNON" On 21st June.
LONDON and ANTWERP. "YANGTSE" On 5th July.
LONDON and ANTWERP. "KINTUCK" On 19th July.
GENOA, MARSEILLES and LIVERPOOL. "KEEMUN" On 25th July.
* Taking Care for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR STEAMERS TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA. "STENFOR" On 15th June.
For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 30th May, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR STEAMERS TO SAIL
SHANGHAI. "FOOCHOW" On 2nd June; 4 P.M.
CEBU and ILOIO. "KAI FONG" On 3rd June; 4 P.M.
MANILA. "TAMING" On 3rd June; NOON.
SWATOW, CHEFOO and TIENSIN. "CHIHLI" On 5th June.
SHANGHAI. "WHAMPOA" On 6th June, 4 P.M.
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. "CHANGSHA" On 6th June.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Care on through bills of lading to all Yangtze and Northern China Ports.

* Taking Care and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 30th May, 1904.

12

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CYPRUS, AUSTRIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "SIMLA," Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 4th JUNE, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd May, 1904.

13

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR Fiume and Trieste (DIRECT), Callao at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking Care at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship—

"VINDOBONA," Captain Cabel, will be despatched as above on WEDNESDAY, the 12th JUNE, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes Building.

Hongkong, 28th May, 1904.

13

NATAJ, LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSEL ON THE BERTH

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.
(With liberty to call at Philippine Ports)

THE Steamship

"SENECA"

will be despatched as above on or about the 15th June.

S.S. "SCHUYLKILL" on or about the 1st July.

For Freight or further information, apply to

STANDARD OIL COMPANY OF NEW YORK

Oriental Freight Department.

Hongkong, 21st May, 1904.

1303

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CANDIA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To day, the 30th Inst.

Goods not cleared by the 5th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 30th May, 1904.

1

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignee's risk and expense.

Cargo remaining on board after 4 P.M. of the 1st June, will be landed at Consignee's risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

Bills of Lading will be countersigned by the undersigned.

No Fire Insurance has been effected.

DAVID SASSON & CO., LTD., Agents.

Hongkong, 30th May, 1904.

131

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES for Company's Steamer

"YANGTSE,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 31st Inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 6th prox.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 6th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th prox., or they will not be recognised.

No Fire Insurance has been effected.

LUTTERFIELD & SWIRE, Agents.

Hongkong, 20th May, 1904.

10-11

FOR NERVOUS EXHAUSTION

CHAPOTEAUTS

Phospho Glycerate of Lime

For Nervous Troubles in Adults and Children

SOLD IN

Capsules, In Syrup, and in Wine

Increases vital energy and nerve force.

Full instructions with each bottle

CHAPOTEAUT—PARIS, FRANCE

1265-4

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, NOR

THE OWNERS WILL BE RESPONSIBLE

FOR ANY DEBT CONTRACTED BY THE OFFICERS OR

THE CREW OF THE FOLLOWING VESSELS DURING

THEIR STAY IN HONGKONG HARBOUR.

ECCL. BRITISH 4-m. BARQUE, J. McBRIDE—

STANDARD OIL CO.

LYNDHURST, BRITISH 4-m. BARQUE, PARNELL—

STANDARD OIL CO.

ODD, NORWEGIAN BARQUE, ARNOLDSON—SHAWAN,

TONS & CO.

1264

RINART PELE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1903.

1264

THE DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, COREA, INDO-CHINA

SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS, INDIA, PHILIPPI-
PINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY

AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST

FOR 1904.

THE FORTY-SECOND ANNUAL ISSUE.

1904.

POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Daly and the Trans-Siberian Railway is discontinued.

The *Indo-Amer* with the English mail of the 6th ult., left Singapore on Saturday the 28th ult., at 5 p.m., and may be expected here to-day, at about 2 p.m. This packet brings replies of letters despatched from Hongkong on the 5th April.

The American mail ex *Mosquid* will be transferred at Kobo to the German mail steamer *Sachsen*, which is due here on or about the 7th inst.

MAILS WILL CLOSE

	FOR	PER	DATE:
Canton			Thursday, 2nd, 7.30 A.M.
Shanghai			Thursday, 2nd, 11.00 A.M.
Macao			Thursday, 2nd, 12.15 P.M.
Shanghai			Thursday, 2nd, 3.00 P.M.
Singapore			Thursday, 2nd, 3.00 P.M.
Amoy			Thursday, 2nd, 3.00 P.M.
Shanghai, Nanking, Kobe and Yokohama			Thursday, 2nd, 3.00 P.M.
Kongmien, Kuchuk and Shanshui			Thursday, 2nd, 3.00 P.M.
Canton			Thursday, 2nd, 4.00 P.M.
Nanhai			Thursday, 2nd, 5.00 P.M.
Sanbie			Thursday, 2nd, 5.00 P.M.
Macao			Thursday, 2nd, 5.00 P.M.
Conion			Friday, 3rd, 7.30 A.M.
Swatow, Amoy and Foochow			Friday, 3rd, 10.00 A.M.
Manila			Friday, 3rd, 11.00 A.M.
Cebu and Nilo			Friday, 3rd, 11.15 P.M.
Amoy			Friday, 3rd, 3.00 P.M.
Manila			Friday, 3rd, 4.00 P.M.
Singapore and Penang			Friday, 3rd, 4.00 P.M.
Kongmien, Kuchuk and Shanshui			Friday, 3rd, 4.00 P.M.
Nanking			Friday, 3rd, 4.00 P.M.
Sanbie			Friday, 3rd, 4.00 P.M.
Macao			Friday, 3rd, 4.00 P.M.
Amoy, Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco			Friday, 3rd, 4.00 P.M.
Canton			Friday, 3rd, 5.00 P.M.
Conion			Friday, 3rd, 5.00 P.M.
Bangkok			Friday, 3rd, 5.00 P.M.
Bangkok			Friday, 3rd, 5.00 P.M.
Europe, &c., India via Tuticorin			Friday, 3rd, 5.00 P.M.
(Late Letters 10.45 to 11.15 A.M. Extra Postage 10 cents.)			Friday, 3rd, 5.00 P.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)			Friday, 3rd, 5.00 P.M.
Europe, &c., India via Tuticorin			Friday, 3rd, 5.00 P.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)			Friday, 3rd, 5.00 P.M.
(Supplementary mail on hand up to the time fixed for departure of the mail Extra Postage 10 cents.)			Friday, 3rd, 5.00 P.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)			Friday, 3rd, 5.00 P.M.

TO-DAY.

Sale, Furniture, &c., Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

Sale, Household Property, 6, Ladder Street Terrace, Mr. Geo. P. Lammer, 3 p.m.

TO-MORROW.

Sale, Japanese Curios, Sales Rooms, Mr. Geo. P. Lammer, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

1st June

ON LONDON.— Telegraphic Transfer 1.93
Bank Bills, on demand 1.93
Bank Bills, at 30 days' sight 1.93
Bank Bills, at 4 months' sight 1.93
Credits, at 4 months' sight 1.93
Documentary Bills, 4 months' sight 1.93

ON PARIS.— Bank Bills, on demand 1.93
Credits, at 4 months' sight 2.94

ON GERMANY.— On demand 1.83

ON NEW YORK.— Bank Bills, on demand 43
Credits, 60 days sight 41

ON HONGKONG.— Telegraphic Transfer 134
Bank, on demand 134

ON CALCUTTA.— Telegraphic Transfer 134
Bank, on demand 134

ON SHANGHAI.— Bank, at sight 71
Pfund, 20 days' sight 72

ON YOKOHAMA.— On demand 881

ON MANILA.— On demand Nominal

ON SINGAPORE.— On demand Nominal

ON BATAVIA.— On demand 107

ON HAIFONG.— On demand 21 p.m.

ON SAIGON.— On demand 2 p.m.

ON BANGKOK.— On demand 63

JOVERCIONS, Bank's Buying Rate \$11.95

GOLD LEAF, 100 fine, per tael \$57.50

BAR SILVER, per oz. 25

OPIUM.

31st May

Quotations are:— Allow'd net to 1 catty. Malwa New \$10.00 to \$10.80 per catty. Malwa Old \$11.00 to \$11.40 " Malwa Older \$12.00 to \$12.40 " Malwa V. Old \$12.60 to \$12.80 " Persian fine quality \$8.00 to " Persian extra fine \$9.00 to " Patau New \$12.60 to " per chest. Patau Old \$12.62 to " Patau New \$12.25 to " Patau Old \$12.25 to "

ARRIVED.

Per *Zafiro*, from Iloilo to Hongkong, Messrs. Martlin and child and P. Marques Limbey, Per *Finistshire*, from Singapore, Mr. J. P. Morley.

DEPARTED.

Per *Ernest Simon*, for Saigon, Mr. and Mrs. Kronrich, Messrs. de St. Quintin and Pollen, for Singapore, Mr. and Mrs. Webb; for Batavia, Mr. M. H. Gomes and daughter, for Bombay, Messrs. M. D. Vania and K. Edulji-Vaid; for Suez, Mrs. Clarisse Brown; for Marseilles, Messrs. A. Kruppenthaler, C. G. Benzonius, and H. H. Moser; for London, Mr. Horace E. Marrow.

Per *Empress of China*, for Vancouver, &c., Mr. and Mrs. W. R. Cowey, Misses Cowey (3), Mrs. E. W. Taylor, Mrs. H. A. Woodruff and infant, Mrs. H. T. Richardson and 3 children, Mr. T. Simcock, Mr. and Mrs. R. B. Summers and infant, Dr. and Mrs. R. S. Rapp, Mrs. E. Moore and child, Mrs. Gilchrist, Mrs. W. H. Anderson and child, Mrs. W. K. Leeschell, Mrs. Bradley, Mr. and Mrs. A. Vandester, Mrs. Campbell and child, Mrs. M. Fujii, Mrs. C. Sunmire, Mr. and Mrs. W. A. Randall and 2 children, Mrs. Lingier, Prof. E. Hamilton Sharp, Esq., Comdr. E. W. Cudlidge, K.N., Capt. A. Holfield, Capt. R. A. J. Anderson, Dr. O. E. Wall, Lieut. L. H. Branson, Dr. W. M. Anderson, Mr. F. F. F. D. Zellweger, Messrs. W. J. Somerville, R. Hansen, F. Joy, R. F. Figueras, Miguel P. Kauffmann, J. C. Sloan, F. Rollin, A. W. Barnes, N. S. P. Trimingham, J. Roberts, W. Holmes, Barry Baldwin, A. N. Small, T. A. Ball, Appear, W. A. Lamont, F. Reyes, S. T. Wombor, R. E. Humphreys, F. D. Barreto, J. P. O'Brien, J. B. Aitken, E. H. Metcalfe, Bertrand, W. Kieschult, G. E. Tucker, C. Hazelra, H. Sheppard, F. Perry, J. L. Lour, H. Dauny, J. Turrell, N. Kamisato, T. Oida, A. Litoenoff, Yigi, R. Alton, W. F. Wezel, D. M. Scaray, A. A. de Jean, T. Ede, and E. J. Hayes, Misses Bernhard, Smit, L. V. L. Herrick, Colmessen, Bush, and F. H. Gray.

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Bulwark* left Singapore for this port on the 28th ult., at 3 p.m., and is due here on the 2nd inst., at about 2 p.m.

THE GERMAN MAIL.

The Imperial German mail steamer *Oldenburg* left Shanghai on Tuesday, 9 a.m., and may be expected here on Friday, 31st.

The Imperial German mail steamer *Sachsen* left Kobe via Nagasaki and Shanghai on Monday, 5 a.m., and may be expected here on Tuesday, the 7th inst.

The Imperial German mail steamer *Seydlitz* left Colombo on the 28th ult., a.m., and may be expected here on the 8th inst.

THE INDIAN MAIL.

The Indo-China steamer *Litang* left Calcutta for the 7th ult., via Honolulu, left Yokohama for this port on the 26th ult., a.m., via Inland Sea, &c.

THE AMERICAN MAIL.

The C.P.R. steamer *Empress of India* left Vancouver on Tuesday, the 24th ult., p.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The Shire Line steamer *Monmouthshire* left Shanghai on the 31st ult., p.m., and is due here to-morrow morning.

The N.G.L. steamer *Capri* left Singapore for this port on the 29th ult., and may be expected here on Friday, the 3rd inst.

The East Asiatic steamer *Princesse Marie* left Singapore on Saturday, p.m., and may be expected here on Friday, the 3rd inst.

PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that to be anywhere else. Estimates given

JOINT STOCK SHARES.

Hongkong, 1st June.

COMPANY	Paid Up.	Quotations
Hongkong & Shantung	\$125	167.2, sellers
Bank of China	125	168, buyers
A. Shares	125	168, buyers
Bank Shares	125	160, buyers
Hill's Asbestos & Co.	125	160, nominal
Canton-Hongkong Ice	125	160, sellers
Campbell, Morton & Co.	125	160, sellers
China-Portuguese Co.	125	160, nominal
China Legate and	125	160, nominal
Power Co. Ltd.	125	160, nominal
China Prov. L. & M.	125	160, buyers
China Sugar	125	160, buyers
Cigar Companies	125	160, nominal
Admiralty, Ltd.	125	160, nominal
Philippines Co.	125	160, nominal
Cotton Mills	125	160, nominal
Kwo	125	160, sellers
International	125	160, nominal
Isou Lung Mow	125	160, nominal
Wing Cheong	125	160, nominal
Soyech	125	160, nominal
Hongkong	125	160, nominal
Hongkong Electric	125	160, nominal
H. H. L. Tramways	125	160, nominal
H. L. Steam Water-boat Co. Ltd.	125	160, nominal
Hongkong Hotel	125	160, nominal
Hongkong Kowloon	125	160, nominal
H. & A. Wharf & Co.	125	160, nominal
Hongkong Roport	125	160, nominal
H. & W. Cook	125	160, nominal
Insurance	125	160, nominal
Canton	125	160, nominal
China Fire	125	160, nominal
China Traders	125	160, nominal
Hongkong Fire	125	160, nominal
North China	125	160, nominal
Yangtze	125	160, nominal
Land and Building	125	160, nominal
Hongkong Land Co.	125	160, nominal
Humphreys	125	160, nominal
Kowloon Land & D.	125	160, nominal
West Point Building	125	160, nominal
Shanghai Land	125	160, nominal
Luzon Sugar	125	160, nominal
Printing	125	160, nominal
Registration	125	160, nominal
Letters	125	160, nominal
Saturday	125	160, nominal
Printed Matter and Samples	125	160, nominal
Registration	125	160, nominal
Letters	125	160, nominal
Saturday	125	160, nominal
Printed Matter and Samples	125	160, nominal
Registration	125	160, nominal
Letters	125	160, nominal
Saturday	125	160, nominal
Printed Matter and Samples	125	160, nominal
Registration	125	160, nominal
Letters	125	160, nominal
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Printed Matter and Samples	125	160, nominal
Registration	125	160, nominal
Letters	125	160, nominal
Saturday		